

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL BATTALION.
THE ADMIRALTY have given
official permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
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FORD CARS

\$1,500 purchases the latest
model 5 Seater Ford Touring
Car and includes driving
lessons.

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ALEX. ROSS & Co.,
4, Des Voeux Road,
Sole Agents.

No. 17,723.

號三廿百七千七萬一第

日六十月正年卯乙

HONGKONG, MONDAY, MARCH 1ST, 1915.

一拜禮

號一月三年四國民華中

PRION, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Mar. 1st.—The English Mail via Siberia,
per s.s. LIRAN.

TO DEPART.

Mar. 2nd.—Philippine Islands, Japan via
Nagasaki, Honolulu, United
States, South America, and
Canada via San Francisco and
United Kingdom via Canada,
at 11 a.m., per s.s. PERSEA.

Mar. 3rd.—Japan via Moji, Victoria, B.C.,
and Seattle and United King-
dom via Canada, at 11 a.m., per
s.s. AWA MARU.

Mar. 4th.—Shanghai, North China, Japan
via Moji, Victoria, B.C., and
Seattle, and United Kingdom,
via Canada, at 11 a.m., per s.s.
SHIMIZU MARU.

Mar. 4th.—Europe via Siberia, at 11 a.m.,
per s.s. SHIMIZU MARU.

Mar. 9th.—Philippine Islands, Japan via
Nagasaki, Victoria, B.C.,
Tacoma and United Kingdom
via Canada, at 1 p.m., per s.s.
MEXICO MARU.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

SNOLLYWILL!

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 9th December, 1914. [57]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,
OHKI, MUTABE, YOSHINOZAKI,
NAGAZAKI, SAKO, SHINNEW
AND KAWAMURA Collieries.

AGENTS FOR
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McFARLANE & Co., Ltd.

For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [91]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.

Consultation Free.
Hongkong, 21st September, 1914. [92]

PEAK TRAMWAY COMPANY.

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 " to 10.00 " " " 10 "

10.00 " to 11.00 " " " 15 "

11.30 " to 12.45 p.m. " " 15 "

12.45 p.m. to 1.15 " " " 15 "

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MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Contrado Condensers, Stone's Manganese, Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI.

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 510 feet ... Dock No. 1. Dock No. 2. Dock No. 3.

Width of Entrance on bottom ... 77 " ... 53 " ... 88 "

Water on Blocks at Spring Tide ... 28 " ... 24 " ... 34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

The Salvage Steamer "OUBA MARU," 716 tons and 12 knots.

Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.

TELEGRAPHIC ADDRESS: "WADADOCK," KOBE.

FLOATING DOCKS.

Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.

Max. Length of Ship taken in ... 460 feet ... 580 feet.

Max. Breadth of Ship taken in ... 68 " ... 86 "

Max. Draft of Ship taken in ... 22 " ... 26 "

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonoeki).

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GRAVING DOCK.

Length on Keel Blocks ... 363 feet 0 inch.

Breadth at Entrance on bottom ... 0 " ... 0 "

Depth of Water on Blocks at Spring Tide ... 25 " ... 7 "

Floating Crane capable of lifting 10 tons weight.

THE NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt execution

of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application. [97]

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KAIPING COAL:

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TELEPHONE No. 1030.

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. [44]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. SAKAKI MARU and KOBE MARU (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

Connecting at Harbin with: Wagon, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class, 41st Class, 42nd Class, 43rd Class, 44th Class, 45th Class, 46th Class, 47th Class, 48th Class, 49th Class, 50th Class, 51st Class, 52nd Class, 53rd Class, 54th Class, 55th Class, 56th Class, 57th Class, 58th Class, 59th Class, 60th Class, 61st Class, 62nd Class, 63rd Class, 64th Class, 65th Class, 66th Class, 67th Class, 68th Class, 69th Class, 70th Class, 71st Class, 72nd Class, 73rd Class, 74th Class, 75th Class, 76th Class, 77th Class, 78th Class, 79th Class, 80th Class, 81st Class, 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RANDOM REFLECTIONS.

There are surely very few places under the sun where a community so thoroughly gives itself over to the sport of Kings as does the community of Hongkong in the annual race week. Though this year the attendance was not so large as usual, the meeting was far from being a poor one in any sense of the word. A somewhat smaller attendance and fewer stables were things to be expected as a result of the removal of the German community and the withdrawal of the bulk of the European naval and military forces from the Colony. Though the Chinese crowd on the other side of the track appeared to be as large as usual on Derby Day especially—a glance over the crowd in the enclosure gave the impression that there were not so many Chinese there as in recent years. That impression was probably confirmed by the gate-money.

It was remarked to me that as the New Year settlement was not a bad one the reason for the smaller attendance of Chinese was not very obvious. Incidentally it may be said that the New Year settlement was not such a good one as it seemed, for though there were few failures it was largely, I understand, a settlement by compromise. While the Chinese of the Colony were not too flush with money for speculating on the course, I do not suppose the smaller Chinese attendance was due to lack of patronage by the Hongkong Chinese; the explanation is to be found rather in the fact that very few came down this year from Canton, Macao and the Delta countryside, owing to the curtailment of travelling facilities by the steamboats as a result of port regulations while the war lasts. Compared with the usual passenger traffic of the steamboats in race week, I am told the traffic this year showed quite a remarkable decline.

Roughly calculated, I suppose the attendance can be set down as about three-fourths that of last year, though I think I am correct in saying that the cash sweeps did not show a corresponding reduction. However, as a result of the meeting the Jockey Club will doubtless be able to make a very substantial donation to the Prince of Wales Fund.

Scene: A corner of the enclosure at Happy Valley; and two ladies critically examining (as is their wont) the "passing show."

First Lady:—Yes, my dear, I cannot understand Miss X at all. Just look at her, she is got up like a—what shall I say?—a Chinese cracker.

Second Lady:—Ah, yes, and she really expects to "go off" this season! I was standing within hearing distance and neither of the critics appeared to notice the perpetration.

The Italian Opera Company which has occupied the Theatre during the past fortnight must have had bookings worth fully \$25,000. On top of this came the race week with its large expenditure on sweeps and pari-mutuel betting, and this is followed by a visit from Mr. R. B. Salisbury's London Company known as "The Quaints," who come with a reputation which can hardly fail to attract a few more thousands from the community. Times may be hard, but money has seemed fairly plentiful of late.

Glancing at an American paper the other day, my attention was arrested by a bold headline announcing that a fourteen-year-old hen had laid her 3,000th egg. When I read in the "special telegraphic dispatch" that "Old Reliable" was the name of this hard working fowl, I wondered whether it was a relation of the Langshan hen that a Chinese egg merchant of Hongkong had told us about on his business card advertising his "fresh eggs supply." It was explained on the card that the eggs are from the Langshan hen at our own farm, reared under scientific supervision, and guaranteed that no rotten material. A trial will convince you that they are best smell, relish, and healthy stimulating. The English was a bit added, if the eggs were not.

China cannot pretend to a state of military proficiency which compels the respect of any other Power, but I notice that someone who pretends to be "in the know" has publicly stated that, in view of a possible conflict with another Power, preparations have been practically completed, and at the first hostile act on China, or under certain other contingencies, an attempt will be made to punish the offending country by introducing into its towns virulent infectious diseases, and to keep on doing so until sufficient punishment has been meted out. This foolish assertion obviously emanates from a very young man whose patriotic fervour has developed at the expense of his common sense. I do not suppose for a moment that the responsible Chinese authorities are meditating any "defensive measure" of the kind, though the wording of the statement rather suggests that they are official preparations. Possibly some of the young firebrands of Peking have been working out such a "method of defence," and if an inclination is shown in any quarter to take serious notice of the assertion, I should expect the Chinese Government to take such action as would clearly indicate their complete want of sympathy with "measures of defence" of this inhuman character.

ROBERT RANDOLPH.

LOCAL SPORT.

CRICKET.

CIVIL SERVICE v. KOWLOON.

Played at Kowloon on Saturday, the home side winning in a decisive manner. The honours of the day must be accorded to J. B. Robinson for a particularly good innings of 59, which included nine boundary strokes. Scores:—

CIVIL SERVICE.			
P. T. Lamb, b. Overy	2		
R. C. Widdell, b. Overy	4		
C. J. Taichi, c. Smith, b. Evans	0		
Hon. Mr. C. Severn, c. and b. Overy	0		
R. E. O. Bird, run out	6		
C. Sara, b. Evans	10		
W. Hill, c. and b. Evans	3		
W. H. Edwards, not out	7		
C. W. Wood, b. Evans	0		
Extras	6		
Total	47		

Bowling Analysis.			
Overy	12	3	22
Evans	12	5	19

KOWLOON.

B. D. Evans, c. Silstone, b. Widdell	13
K. McLennan, b. Edmonds	14
Major Stansfield, b. Bird	3
J. B. Robinson, retired	59
A. H. Mood, st. Sara, b. Bird	15
A. E. Silstone, b. Bird	0
H. Overy, not out	4
E. J. Edwards, not out	3
W. L. Wessner, A. W. Davison, and J. T. Finch, did not bat	
Extras	4
Total	115

Bowling Analysis.			
Bird	11	1	26
Widdell	7	0	24
Hon. Mr. Severn	4	0	24
Edmonds	1	0	23
Wood	5	1	4

D.S.O.B. ASSOCIATION v. C.R.C.

A friendly match was played between the above two teams on the C.R.C. Grounds on Saturday, the 27th February. Scores:—

D.S.O.B. ASSOCIATION.			
A. H. Rumjahn, c. Wei, b. Ng	23		
W. Hall, c. Mowfung, b. Ng	14		
R. Southerton, b. Wei	17		
F. Farnie, b. Widdell, b. Ng	0		
W. H. Virasah, b. Ng	9		
S. Jex, c. Wei, b. Lee	11		
G. Wilson, c. and b. Ng	9		
A. Kew, b. Ng	0		
W. Gittins, run out	0		
Lau Fook Kai, b. Lee	6		
H. Gittins, not out	0		
Extras	4		
Total	99		

Bowling Analysis.			
Un How Fan	3	0	14
Ng Man Chung	8	1	40
Ng Sze Kwong	8	0	36
Geo. Lee	3	0	6

C.R.C.			
Yew Man Chung, b. Southerton	4		
Wong Po Kwong, b. Southerton	7		
Ng Sze Kwong, b. Wilson	0		
G. Lee, b. Southerton	0		
Ng Sze Cheung, b. Southerton	12		
Wilson	10		
Wei Wing Hon, c. Wilson, b. Southerton	10		
Un How Fan, c. Virasah, b. Southerton	10		
Geo. Lam, not out	0		
F. Mowfung, c. and b. Virasah	0		
Wong Cho Tung, b. Virasah	0		
J. Lam, c. Kew, b. Virasah	4		
Extras	7		
Total	81		

Bowling Analysis.			
Southerton	13	2	26
S. Jex	3	0	10
Wilson	6	1	21
Virasah	3.3	0	17

ASSOCIATION FOOTBALL.

UNITED SERVICES LEAGUE.

NAVY SUCCESSFUL AGAINST R.E.

The Navy are favourites for the U.S. League trophy this season, and their win of a goal to love in their encounter with the Royal Engineers on Saturday was not greatly surprising in view of the blue-jackets' showing against the gunners the previous week. The game was an exceptionally good one, the leather being swung about rapidly from end to end and wing to wing, with the Navy much superior in delivering accurate passes. The Navy forwards were well held at times by the brilliant back division of the Engineers, while the soldiers' front rank could make little headway against Fenimore and his helpers. The "Tars" secured their only point midway through the initial half, after some pretty combination.

A dispatch received in Athens from Constantinople says that the friendship between the Young Turks and their German allies is cooling down and developing into mutual recriminations. Each party accuses the other of being responsible for the Turkish defeat in the Caucasus. Enver Pasha says that the plan of campaign was poorly conceived by Liman von Sanders Pasha, whereas the latter asserts that his plans were badly executed by Enver Pasha.

SHIPPING NOTES.

A telegram which reached Japan a week ago from London reported a strike among the London dockers. The N.Y.K. str. *Hirano Maru* was obliged to employ her own sailors and stokers to discharge and load her cargo.

The Prize Court at Alexandria has condemned as a lawful prize the Norddeutscher-Lloyd steamer *Derfflinger*. The ship, which put in at Port Said, homeward bound, at the beginning of the war, was a convertible cruiser, fitted with gun mounings and wireless installation. The *Derfflinger* is a steel twin-screw steamer, built at Danzig in 1907, and of 9,144 tons gross.

A New York telegram states that according to a report from the American Minister at Peking, a new steamship line between China and New York is about to be started by a joint stock company with Chinese and American capital. Dividends are guaranteed by the Chinese Government in return for the advantageous freight rates on selected products.

The Den Line announced in London that owing to a casualty to their steamer *Reverberich* the vessel's departure had been somewhat delayed. She was then, however, loading at Middlesborough, and the Company announced that she would sail from London not later than January 27th for the Far East. The following steamer, the *Benavon*, sailed from London on February 6th, and after this it was hoped that the usual fortnightly service of the "Den" steamers would be resumed.

JAPANESE CARGO SEIZED.

RELEASED BY PRIZE COURT.

In a case, which came before the Right Hon. Sir Samuel Evans, President of the Prize Court in London the Crown claimed the condemnation of various parcels of cargo ex the P. and O. steamer *Syria* seized by the Collector of Customs in the Port of London. A claim of the Chartered Bank of India, who had advanced money on 228 bales of straw braid, and a claim by the Deutsche Asiatische Bank in respect of 135 bags of groundnut shells, were adjourned for further evidence. Messrs. Mitsui & Co., of Tokyo, put in a claim to 3,600 bags of zinc ore.

Mr. Maurice Hill, K.C., for the Crown, said that the zinc ore was shipped by Mitsui & Co. to Antwerp to order. The shipping documents were sent to their Hamburg branch, and it appeared that Mitsui & Co., of Hamburg, as sellers, had a contract with the Metall-Gesellschaft, of Frankfurt, as buyers. The latter firm, under their contract, were entitled to have the whole delivery, and counsel submitted that the property in the ore was either in them or in Mitsui & Co., of Hamburg, which being in enemy territory must be regarded as an enemy business.

Mr. Roche, K.C., submitted that the Crown's contention was a little hard. Mitsui & Co., of Hamburg, could not carry on business there, as they were the allies of Great Britain, and had had to close their premises and flee the country, and yet it was suggested that their property could be seized because it was to be considered enemy property. Mitsui & Co., of Hamburg, were merely consignees for sale, and as no property would pass under the contract with the Metall-Gesellschaft until the goods arrived at Antwerp, he submitted they were still the property of Mitsui & Co., of Tokyo.

The learned President said that it was most advisable where property was claimed by an ally or neutral that the fullest possible information should be given to the Procurator-General. His Lordship attached no blame to anyone, but now that the case had been brought into Court the whole situation between Mitsui & Co., of Tokyo, and Mitsui & Co., of Hamburg, had been explained. The 3,600 bags of zinc ore had never passed to an enemy subject at all. The constitution of the Hamburg branch of Mitsui & Co. had not been fully stated, but it was clear that they were only acting for the great house in Japan in one of its branches of business. Neither the documents nor the goods had reached Hamburg, and the property remained in Mitsui & Co., of Japan. There would be an order that these goods must be released.

Two of our men who had gone out to repair our barbed wire at night noticed a German sniper digging himself in, writes an officer of the Hampshire. So they stalked him, and suddenly jumped on him and brought him in praying for mercy. When asked why they did not bayonet him on the spot, the captor explained that he thought it was too cold blooded a proceeding, but added that he "plugged him one on the jaw," as he was shouting "Mercy! Mercy!" too loud.

THE LOST "FORMIDABLE."

£550. FROM ADMIRALTY FOR BRIGHAM RESCUERS.

In connection with the sinking of H.M.S. *Formidable* in the English Channel early on the morning of January 15th, the Board of Admiralty have granted £550 to the Brigham rescuers of 71 of the survivors, viz. £220 to Capt. Wm. Pillar, owner and skipper of the trawler *Provident*; £100 each to Wm. Carter, mate, and Jas. Clarke, third hand; and £50 each to Dan Taylor, the cook, and L. Pillar, cabin boy, son of the skipper. This intelligence was conveyed in a letter which has been received by Colonel C. R. Burn, A.D.C., M.P., from Dr. Macnamara, Parliamentary and Financial Secretary to the Admiralty.

Admiralty, Whitehall, January, 1915. Dear Colonel Burn,—With reference to your letter of the 4th inst., I have the great pleasure to inform you that it is the intention of the Board of Admiralty to mark their appreciation of the splendid services rendered and great gallantry shown by the skipper and crew of the smack *Provident* by making a monetary award to each member, viz. £250 to the skipper, £100 each to the second and third hands, and £50 to the boy. It does not seem quite clear whether there were one or two boys; if there proves to have been a second, he also will receive £50.

Not only did the skipper and crew perform a brilliant feat of seamanship, but, by their prompt and sympathetic action in issuing restoratives and clothing to the 71 survivors of H.M.S. *Formidable* whom they rescued, they did very much to revive men who must have been utterly exhausted.—Very faithfully yours,

T. J. MACNAMARA.

In addition to the Admiralty awards, Pillar and his crew will also be the recipients of a shilling fund which is being raised through the instrumentality of newspapers, which now stands at over £220.

The awards of the Shipwrecked Mariners' Society, already announced, are their gold medal and £5 to Captain Pillar, and the society's silver medal and £3 each to W. Carter (second hand), J. Clarke (third hand), and Dan Taylor (boy).

THE END OF THE "BLUCHER."

HORRIBLE LAST SCENES.

A vivid account of the destruction of the *Blucher* is given in statements by wounded German sailors. They say the first British shells came slowly, falling ahead and astern and raising vast columns of water. They were finding the range, but the deadly water spouts came nearer, and the men on deck watched them with a strange fascination. Soon one pitched close to the ship and a vast pillar of water, a hundred metres high, fell on the deck. Then shells fell thick and fast with a horrible droning sound. They did terrible execution. The electric plant was soon destroyed and the ship was plunged into darkness. Confusion arose and to add to the horror gasping shouts and moans came from below decks as the shells from the sky plunged through, entering even the stokehold. The bunkers half-empty burned fiercely. The terrific air pressure in the confined space transformed all fittings into instruments of destruction. Men were flung against iron walls and battered to death. In one engine room men were caught up and tossed to horrible death in the machinery. Later, when the range shortened and the trajectory flattened shells tore holes in the ship's sides and raked the decks, it was one continuous explosion. The cruiser rocked like a cradle. Two men in the only casement left undestroyed continued to serve a gun, shifting the elevation as the ship listed. Then the bell tolled to assemble the crew on deck waiting for the end. The survivors cheered the *Blucher* and the Kaiser and sang "Die Wacht am Rhein."

ONE LAW FOR ALL.

HOW TO SETTLE TRADE DISPUTES.

The Supreme Court of the United States has decided that no employer can be compelled to employ those who are distasteful to him, even if the main ground of his dislike is membership in a labour union. This, remarks a San Francisco paper, is the necessary corollary of the doctrine that no man can be compelled to work for an employer whom he does not like, even if the main ground of his dislike is his persistence in employing non-union men. In all reason, these two doctrines must stand or fall together. It is astonishing that even a minority of Justices of the Supreme Court should say otherwise. The illustrations used by Justice Hughes are not persuasive. "Could not an employer be forbidden to demand agreements that an employee should not join the national guard?" asks Justice Hughes. Of course, he could not, as an employer, but as a citizen. Any one can be forbidden to hamper the defense of the State in any way, and, if he does it, can be sent to jail, as he should be. But, whether he could be made to pay wages to one whom he did not wish to hire, is probably not true. That illustration is not put because no union workman would be likely to raise the issue which the Justice suggests. And, at any rate, it will surprise many to learn that a Justice of the Supreme Court of the United States should seem to intimate that in respect to that matter—or any other—the interests of labour unions are on a par with those of the State. Organized labour is a minority of all labour, and it would be an astonishing doctrine if it were authoritatively held that employers could be compelled by law to discriminate in employment in favour of a minority and against a majority. The only sound doctrine is that union men shall be allowed to work for whom they please and combine to refuse to work for those whom they do not like, and that, on the other hand, employers shall be allowed to employ whom they please and to refuse employment to those to whom they object. The blacks and the boycott, being in one bundle. If either is lawful, both must be lawful. But there are better ways of settling trade disputes than either.

INTIMATIONS

LANE, CRAWFORD & Co.

END OF SEASON TO CLEAR AT VERY SPECIAL PRICES. ANGLO-ORIENT

SEAMLESS REVERSIBLE

CARPETS AND RUGS. BRITISH MADE

IN VARIOUS SIZES.

INSPECTION INVITED.

COLOURED LITHOS ON APPLICATION.

LANE, CRAWFORD & CO.

REMINGTON JUNIOR.

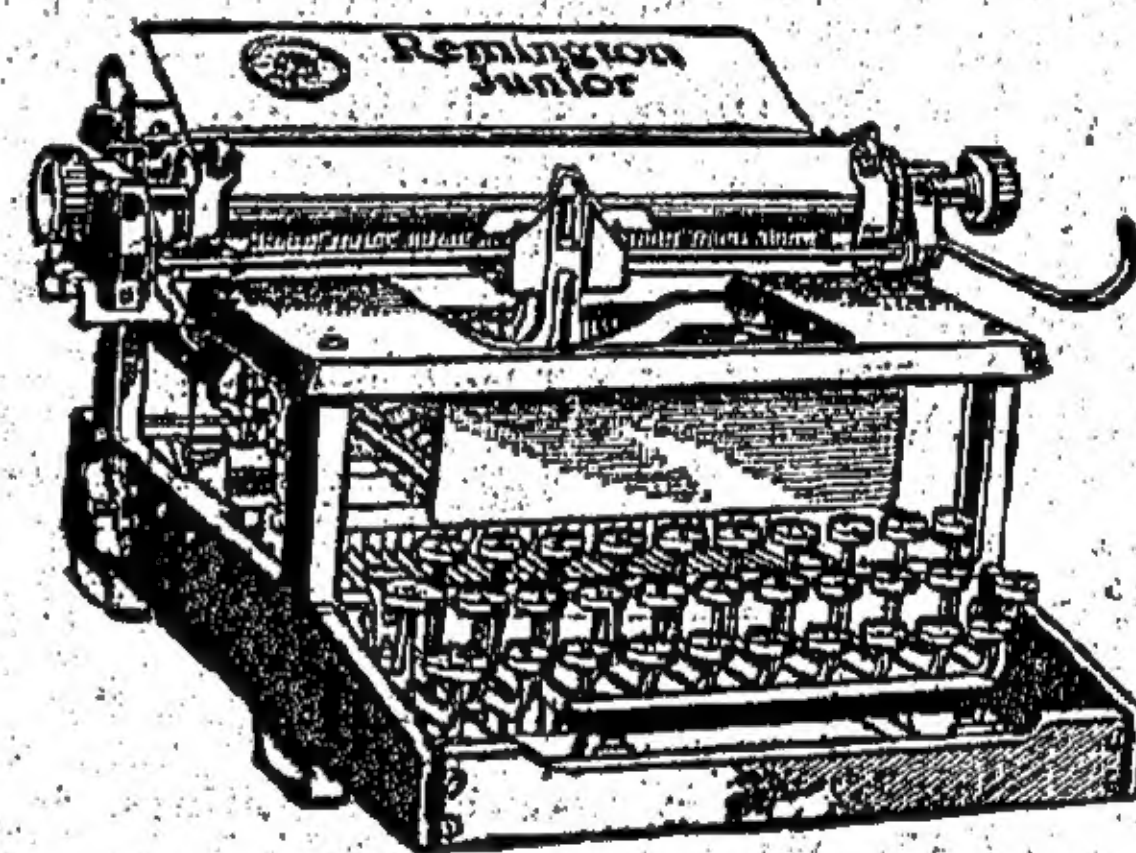
"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS, DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Model because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply to—

REMINGTON TYPEWRITER CO.

(INCORPORATED), NEW YORK

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914.

[50]

NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY

CO., LTD.

MOJI, JAPAN.

This is an Excellent Beer and moreover **CHEAP.**

PRICES, ETC., ON APPLICATION TO—

DONNELLY & WHYTE, WINE AND SPIRIT MERCHANTS.

TEL. 636.

Hongkong, 30th November, 1914.

[49]

NEW ADVERTISEMENTS

NOTICE.

THE OFFICES of the CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LTD., have This Day been REMOVED to 10, Ice House Street, Hongkong, 1st March, 1915. [343]

NOTICE.

THE Organising Committee of the festivities to celebrate the SACERDOTAL JUBILEE of the Rev. FR. PEDRO GABARDI, Rector of the Roman Catholic Cathedral, beg to invite all the Catholics and the Members of the Portuguese Community to take part in the Commemorative Services and reception on the 1st MARCH, 1915.

7.30 A.M.—Hymn by the Choir and Sermon by Rev. Fr. J. DA COSTA NUNES (Vicar-General of Macao). "To Deus" to be followed by a Reception at the Club Lusitano.

All are cordially invited.
J. M. A. DE GRACA,
Hon. Secretary.
Hongkong, 27th February, 1915. [344]

HONGKONG GYMKHANA CLUB.

THE ANNUAL MEETING of Members will be held TO-MORROW (TUESDAY), the 2nd March, 1915, at 5.15 P.M., at the Rooms of the JOCKEY CLUB, Grand Floor of Annex of Hongkong Club. Members of the JOCKEY Club interested in Gymkhanas are invited to attend.
Hongkong, 1st March, 1915. [345]

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 4th March, 1915, at 3.30 A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1914.

THE TRANSFER BOOKS of the Company will be CLOSED on the 22nd February to the 4th March, 1915, inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, 15th February, 1915. [346]

PONIES! PONIES! PONIES!!!

PUBLIC ROUN.

THE Undersigned have received instructions to sell by Public Auction, on WEDNESDAY, the 3rd March, 1915, at 3 P.M., at the Fountain, opposite the City Hall, SEVERAL WELL-KNOWN RACE PONIES.
(Full Particulars from Catalogue.)
TERMS—Cash.

HUGHES & HUGHES,
Auctioneers.
Hongkong, 1st March, 1915. [347]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND BEAUTIFUL VIEW.

EXCELLENT CUISINE AND HOME COMFORT.

MODERATE TERMS. [348]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"
Arrived Hongkong on 27th Feb. 1915, at 4 P.M., from BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godowns Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., 22 a.s. "Mongolia,"
From Pomerania, &c., 22 a.s. "B. I. S. N."
and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 28th February, 1915. [1]

TO ALL TO WHOM IT MAY CONCERN.

THE Substitution in favour of LEUNG LAI TING dated the 14th day of December, 1914, under a Power of Attorney given to me by GEORGE LEOPOLD DUNCAN dated the 30th day of November, 1914, is hereby revoked.

The Signature of the said LEUNG LAI TING purporting to be made as "per pro" for Messrs. McEwan, Paterson & Co., is invalid as from this date.

Dated the 25th day of February, 1915.
DAVID KEAY BLAIR.
[333]

HOUSES TO LET.

TO LET.

GODOWN, No. 94, Praya East.
Apply—
KWONG SANG HONG, Ltd.,
No. 248, Des Voeux Road Central,
Hongkong, 19th February, 1915. [305]

TO LET.

THE GROUND FLOOR of No. 6, DES VOEUX ROAD CENTRAL, occupied by Madame Gains, etc.
Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 16th February, 1915. [272]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
26, WONG-NEI-CHONG ROAD.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [38]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,
Furnished and newly done up.
Apply—
H. E. POLLOCK,
Princes Building.
Hongkong, 20th January, 1915. [53]

TO LET.

A HOUSE in Kaitford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [45]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply—
A. B. AVASIA,
Care of E. PARANET,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [24]

TO LET.

NO. 163, THE PEAK, "THE KENNELS."
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [54]

TO LET—FURNISHED.

BISHOP'S LODGE NORTH, No. 12, THE PEAK. From 1st May next.
For further particulars, apply to—
PALMER & TURNER,
Alexandra Buildings, 3rd Floor.
Hongkong, 30th January, 1915. [229]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 8, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [85]

TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.
SIX-ROOMED HOUSE in Minden Row.
FOUR-ROOMED HOUSES at Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, 12th November, 1914. [280]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.,
Hongkong, 23rd October, 1914. [36]

TO LET.

OFFICES in St. George's BUILDING, Second Floor, overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.,
Hongkong, 3rd December, 1914. [39]

TO LET.

NO. 1, NATHAN ROAD, Kowloon (No. 1, Fairview), from 1st February.
"SHORNCLEIFFE," Garden Road, to let furnished (8 Rooms).
"ROGATE," Austin Road, Kowloon, from 1st February, 1915.
"ELIA DONAN," No. 54, Mount Kallett Road, 6 Rooms, unfurnished, from 1st March.

No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 7, "MOUNTAIN VIEW," PEAK. ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.

No. 62, THE PEAK (No. 2, CAMERON VILLAS).
"KIKENDOO," Furnished, No. 132, Plantation Road, Peak.

"BEACONFIELD," Battery Path, No. 65, THE PEAK (CAMERON VILLAS).
Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 13th February, 1915. [43]

DIOCESAN GIRLS' SCHOOL, KOWLOON.

SCHOOL WORK will be commenced TO-MORROW (TUESDAY), the 2nd March, at 9 A.M.

Boarders return on MONDAY afternoon, 1st March.

Hongkong, 28th February, 1915. [332]

INTIMATION

A. S. WATSON & CO., LTD.

ESTABLISHED 73 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS, ETC., ETC.

By APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes a healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver, and Plated Ware, etc.

WATSON'S CORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions.

WATSON'S SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

A. S. WATSON & CO., LIMITED,

HONGKONG DISPENSARY AND KOWLOON DISPENSARY. [13]

DEATHS.

SINGER.—On February 20th, at Shanghai, WINNIE, aged 17, dearly beloved youngest daughter of J. W. F. SINGER.

BURGESS.—On February 22nd, at Shanghai, GEORGE SLATER BURGESS (wharfinger, China Merchants' S.N. Co.), aged 52 years.

Hongkong Office: 10A, Des Voeux Road C. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MARCH 1st, 1915.

THE CONSERVANCY OF THE WEST RIVER.

AFTER the terrible experience of flood through which the valley of the West River passed last year, it is not surprising to hear that the inhabitants of that region are becoming anxious, as they see the spring approaching, lest there should be a repetition of the catastrophe this year, and are asking what is to be done to ensure safety from this perpetual menace. There does not seem to have been much progress made towards a practical solution of the problem beyond enunciating the profound dictum that "something ought to be done." Nor need this impasse cause surprise; the conservancy of the West River, which is only one among many streams needing attention, would be an expensive undertaking, and China is finding it hard enough to raise funds for her current expenses without embarking on further works which, however laudable and beneficial, have been dispensed with for so long that a further delay of three or four years will scarcely imperil the existence of the Republic. In saying this we are not blind to the terrible amount of suffering and distress these periodic floods occasion; we do not overlook the economic harm they do the country in suspending all commerce and agriculture over large sections of the land; we are aware of their political effect in depriving large numbers of the populace of their means of livelihood and so creating a favourable breeding ground for brigandage and like disorders. In any other circumstances but those in which China now finds herself we should say that

all these facts constituted an urgent call for immediate remedial measures, but it is useless to urge on China elaborate schemes which it is quite impossible for her to put into effect. This, however, is no reason why Chinese officialdom should look on with hands folded; even if the whole cannot be accomplished and absolute prevention of floods ensured, the perils and losses could be lessened if only the officials who are paid to do so honestly devoted to this purpose the funds given *ad hoc*. Even now, we understand, there is a movement among the people of the flood-areas of the West River to raise by public subscription funds for the amelioration of the drainage basin; we must confess that we have not overmuch faith in such subscriptions, but we presume some money will be forthcoming, and then, what will be its fate? If the past is any guide, it will, so far as it spent on the river at all, be wasted on "look-see" work—on making expensive repairs to the banks in some place where they are bound to be seen by many, regardless of the fact that, perhaps, the real danger spot is in some more remote district where the danger of a further irruption, which will sweep away all the "improvements," remains undiminished. This is what has happened repeatedly in the case of the Yellow River, and it will continue to happen unless the work is placed under the charge of men both skilled and honest. It is impossible to separate the question of flood-prevention from that of irrigation; nowhere, perhaps, has untalented industry combined works to serve both ends better than in the Chengtu plain, in Szechuan. The upper waters of the Yangtze (or rather, of a main tributary) surging out of the Tibetan mountains, are at once divided by dams into two or three channels, which are again subdivided until they spread the most prolific fertility over hundreds of miles of country, while at the same time the diffusion of the stream over so wide an area and through so many channels minimizes the dangers of inundations. The unimpaired existence of this system for so many centuries is due to the faithful observance of one of the behests of its founder, LI PING. "Dig out the bed; don't pile up the banks," is quoted as his guiding maxim, and this eminently sane advice, which if followed in the case of the Yellow River would have altered the fate of Eastern China, has been observed religiously, while Li Ping himself has become a demi-god. Thus a grateful posterity rewards those who have laboured for it and have "wrought their people lasting good," but we very much doubt whether this reward will ever fall to the lot of any member of the President's newly-formed National Bureau of Irrigation. This is, as usual, beautiful in theory—instead of a number of local irrigation systems, with probably one district tapping the water supply that should be fertilizing another, the whole system of the country is to be consolidated and co-ordinated so as to avoid like overlapping and omissions and to secure that the best possible use is made of every stream. Even so, excellent though it would be from one point of view, it would be an ill-balanced machine; the flood problem and the irrigation question must be handled together and by the same authority, or there will be the danger that the methods used for preventing inundations will be prejudicial to the irrigation system, and *vice versa*. We do not suppose the National Irrigation Bureau will ever advance far beyond the establishment of numerous branches and the appointment of officials; but even if it does take the business seriously in hand, it will still be, at the best, an ill-balanced concern unless it deals with the conservancy question as a whole, correlating the prevention of floods and the improvement of irrigation.

Colonel C. H. Darling, R.E., who was stationed in Hongkong a few years ago as Commanding Officer of the Royal Engineers, and subsequently retired on pension, offered his services on the outbreak of war and has been appointed to Hongkong to the command of the Royal Engineers. Colonel Darling arrived on Saturday by the *Sardinia*.

A further list of contributions to the local Cigarette and Tobacco Fund for the Allied Forces at the Front brings the total up to \$3,058.17, of which sum \$2,694.24 has already been expended, leaving in hand a balance of \$373.93, which is not sufficient to defray the cost of another consignment. Mr. Geo. J. B. Sayer, of 19, Queen's Road Central, Hon. Secretary and Treasury, asks for further contributions to the Fund.

The annual meeting of the Association will be held this evening (Monday, March 1st) at St. Paul's College at 5.30 p.m. The Bishop will preside and the speakers will be Dr. Wilkinson of Foochow and the Rev. C. L. Cooper Hunt. Dr. Thompson, who has just come from England and who was to have spoken, has had to proceed to Pakhoi. The Rev. C. L. Cooper Hunt has just returned from a tour to Pakhoi, Nanning, Yunnanfu and other mission stations.

We are requested to call the attention of our readers to the advertisement appearing in another column inviting members of the Catholic congregations to participate in the celebrations in commemoration of the 25th anniversary of the ordination of the Rev. Fr. Gabardi, the popular and much-revered rector of the Roman Catholic Cathedral. At the reception at the Club Lusitano, we understand, five addresses will be presented from various sections of the community.

MACAO NOTES.

MACAO, February 27th.

THE OPERA IN MACAO.

The Italian Opera Company arrived here on Sunday and presented "Il Trovatore" to a full house. The opera was a treat to Macao and was greatly appreciated. The Company will return at the beginning of next week and remain here three days.

THE PROCESSION OF THE CROSS.

The Procession of the Cross was due to have taken place here on Sunday last. This procession is an annual event in Macao and is a very interesting spectacle. It is understood that the steamer *Paul Beau* was chartered to take a large party of Hongkong people to Macao to witness the Procession. When the steamer arrived the passengers discovered that for some reason or other the date of the Procession had been altered to March 7th. Great disappointment was expressed that the change had not been announced earlier.

MURDER IN TAIPEI.

It is reported that during the Chinese New Year a rather unusual murder took place in the adjacent island of Taipa. It is said that some Portuguese soldiers entered a gambling house there and after playing for some time lost all their money. Under the influence of drink they went out and returned later with revolvers or rifles and fired into the gambling den. The proprietor was reported to have been killed and some other Chinese wounded.

THE STATUE OF CAMOENS.

Every tourist in Macao visits the famous Grotto of Camoens, the retreat to which the Portuguese poet was accustomed to retire and where he is said to have written much of his poetry. It is one of the principal sights of Macao. The Grotto is now a pleasant place with shady walks and well laid-out grounds. Beside the statue of Camoens stand some granite stones with poems inscribed thereon. These poems are in many languages and are tributes from many nations to the poet's greatness. Some time ago the lettering of these expressions of appreciation had become weather-worn and almost illegible. Someone in authority has since directed the letters to be repainted and the work must have been entrusted to a Chinese. The artist has been totally unfamiliar with European writing and has painted the letters as he thought they ought to be. The result is ludicrous. The poems can not now be read at all.

As Macao is proud of Camoens, it is rather a pity that one of her most valued possessions should be thus rendered ridiculous in the eyes of every visitor simply for lack of a little supervision.

COMPANY MEETING.

HONGKONG HOTEL CO., LTD.

The ordinary annual meeting of the above was held at the Hotel on Saturday. Mr. F. Maitland (Chairman) presided, and those also present were: Messrs. J. W. C. Boman and E. Kadoorie (Directors), and Messrs. G. T. Lloyd, P. O. Potts, W. Logan, E. M. Raymond, She Po Shan, Fung Tat Hang and Lai Chan, with Mr. J. H. Taggart (acting Secretary).

The acting Secretary read the notice convening the meeting, after which

The CHAIRMAN said:—Gentlemen,—The report and accounts under review have been in your hands for some time, and I will, with your permission, adopt the usual course and take them as read. I am sorry that, through a printer's error, the date of this meeting was given as 27th February, 1914, instead of 27th February, 1915, on the first page of the report. Your directors regret that the profit on the working account is less than for many years past, and shows a falling off of nearly 50 per cent. as compared with the corresponding period of 1914; one of our best half-years, the chief cause being the large decrease in the tourist traffic. When I addressed you last September, I remarked that if business did not improve, the dividend would have to be reduced, and your directors, after giving the matter full consideration, recommend a final return for 1914 of \$2.50 per share, making \$3 in all for the year. This final dividend could not have been recommended but for the large carry forward (\$42,355.55) from the previous account, and your directors hope that shareholders will approve of the appropriation of the available balance of profit and loss account as follows:—

To pay a dividend of \$2.50 per share on 20,000 shares \$50,000.00
To write off furniture and fixtures 10,000.00
To write off steam launch 1,000.00
To carry forward to new account 27,664.34
Total \$88,664.34

Until the war is over and business improves, we cannot look for much improvement, and your directors fear that it may be necessary to again cut down the dividend. Further, at no distant date, we shall have to make large outlays for furnishing, repairs, painting, etc., of our buildings which must be kept up, even in bad times. Certain economies have been effected in running expenses and I have pleasure in stating that your manager and staff have worked well in your interests. I now beg to propose the adoption of the report and accounts and, after some shareholder has seconded, I will be glad to answer any questions to the best of my ability.

There were no questions, whereupon The CHAIRMAN proposed the adoption of the report and accounts.

Mr. FORRIS seconded, and this was unanimously agreed to.

Mr. LOGAN proposed the re-election of Mr. F. Maitland as director.

Mr. LLOYD seconded, and this was agreed to.

On the proposition of Mr. RAYMOND, seconded by Mr. She Po Shan, Messrs. A. R. Lowe and A. O'D. Gordin were re-elected auditors at a remuneration of \$200 each.

This was all the business, and the Chairman announced that dividend warrants were now ready and could be had on application at the office.

MOVEMENT OF SHIPS.

The Government Gazette announces that the following paragraph is hereby added to Part II, Clause (b), of the Public Traffic Regulations for the Port of Hongkong:

(iii) Except to avoid accidents ships are not to moor at any time whilst in the port without leave from the Officer in Charge of Examination Service.

THE "QUAINTS."

The members of Mr. R. B. Salisbury's popular company, "The Quaints in Pierrotland," which Mr. Henry Dallas has brought to the East, reached the Colony yesterday accompanied by Mr. Salisbury, and give their first performance at the Theatre Royal this evening.

Many of our readers will doubtless be aware of the great success of the Company's unique entertainment at Wyndham's Theatre in London, and when we mention that the Company has twice had the honour of appearing before His Majesty the King, we feel that no better testimonial to the excellence of the entertainment they provide can be given.

Wherever the Company has yet performed in the East, it is evident from the Press reports that they have delighted their audiences, and a Company with the reputation of "The Quaints in Pierrotland" can hardly fail to attract good houses wherever they go in the East.

THE WAR.

ALLIED FLEET IN THE DARDANELLES.

ADMIRALTY REPORT ON OPERATIONS.

ANOTHER ZEPPELIN DESTROYED.

IMPORTANT RUSSIAN SUCCESSES.

CAPTURE OF THE "DACIA."

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ALLIED FLEET IN THE DARDANELLES.

ADMIRALTY STATEMENT ON THE OPERATIONS.

LONDON, February 26th.
6.55 p.m.

A Paris communiqué says that the bombardment of the Dardanelles yesterday completely destroyed four forts, one of which was entirely manned by Germans. Mine-sweeping has begun in the Straits, under the protection of the cruisers and gunboats of the Allied fleet.

LONDON, February 27th.
10.10 p.m.

The Admiralty announce that the reduction of the forts at the entrance to the Dardanelles was effected by the *Queen Elizabeth*, *Agamemnon*, *Irresistible*, *Gaulois*, *Vengeance*, *Cornwallis*, *Suffren*, *Charlemagne*, *Triumph*, and *Albion*, after which sweeping operations, under cover of a division of battleships and destroyers, were immediately begun.

A Turkish shell hit the *Agamemnon*, killing three men and seriously wounding five men.

The Straits on the 26th inst. were swept up four miles, whereupon the *Albion* and *Majestic*, supported by the *Vengeance*, proceeded to the limit of the swept area and attacked Fort Dardanius and also some new batteries erected on the Asiatic shore.

The Turkish reply was ineffective.

The enemy retired from the forts at the entrance after being shelled from inside the Straits. Demolishing parties were landed in the afternoon at Kumkale and Seddelbahr from the *Vengeance* and *Irresistible*. All the forts were completely demolished, with the exception of that of Kumkale, which was partially demolished.

The enemy were encountered at Kumkale and driven over the Mendere Bridge, which was partially destroyed.

The British casualties yesterday were one killed and three wounded.

The operations are proceeding.

[The Strait of the Dardanelles is 40 miles in length and from one to four miles in breadth. As the key of Constantinople and the Bosphorus, it was considered to be very strongly fortified.]

ENEMY SEAPLANE WRECKED.

CREW'S TERRIBLE SUFFERINGS.

LONDON, February 27th.

A trawler has landed at Lowestoft two German aviators who were picked up in the North Sea on Tuesday morning, clinging to the wreckage of a seaplane. The men said that they left Ostend on Sunday night. The machine broke down early on Monday, and descended well out to sea. They clung to the wreckage for thirty hours before they were sighted by the trawler, and were terribly exhausted and nearly unconscious.

A BLOCKADE OF GERMAN EAST AFRICA.

LONDON, February 26th.

The London Gazette announces that the Government has decided to declare a blockade of the coast of German East Africa from February 26th.

FRENCH DESTROYERSUNK.

LONDON, February 26th.

A Paris official message says that the destroyer *Dague*, while escorting a supply convoy to Montenegro, struck an Austrian mine in the harbour of Antivari and sank.

THE "DACIA" CAPTURED.

A TEST CASE SHIP.

LONDON, February 26th.

A French cruiser has captured the steamer *Dacia* in the Channel and is taking her to Brest.

The following, which was recently written by the New York correspondent of the *Daily Mail*, will convey a good idea of the importance of the capture:

I gather that the dominant feeling in Administration circles is that an unfortunate blunder has been committed in allowing the German steamship *Dacia*, vessel of 8,545 tons, recently purchased by Mr. Edward N. Breitling, of Michigan, from the Hamburg-American Line, to be registered under the American flag for use in the transportation of cotton and other goods from Galveston to Bremen. Though the purchase price of the vessel has not been mentioned, it is said to have been made at a price far below its value. Mr. Breitling is an American citizen and the son of a German. The British Ambassador appears to have definitely informed the State Department that the *Dacia*, which is now ready to depart, will be liable to seizure if she attempts to make a German port. It is impossible at the present juncture to cancel the registration of the *Dacia*, but the Administration is endeavouring to find an escape from the difficult position into which it has drifted. Should these efforts prove a failure it seems to be recognised here that the status of the vessel must be left for a Prize Court to settle after it has been duly seized. With a view to avoiding this complication it is understood that the State Department has inquired of the British Ambassador if any objection would be offered to the *Dacia* landing her cargo of cotton at Rotterdam whence it could be forwarded to Germany. To this inquiry the British Ambassador has given no definite answer.

No secret is made here that the voyage of the *Dacia* will be a test case, which will form a precedent for the sale and transfer to the American flag of some hundred thousands of tons of German shipping, now lying idle in American ports. Great prominence is given by the Press to reports from London alleging that the sale of the *Dacia* is not genuine, as she was purchased at a price far below her actual value. There is no attempt publicly to dispute this allegation, which derives additional force from the embarrassing incidents which followed the sale early in the war of the *Sacramento*.

Though lying the American flag, the *Sacramento* is now interned in Chile on the ground that she violated the neutrality of that country by carrying supplies, provisions, and ammunition to German war vessels. It is now conceded that the transfer of the *Sacramento* from the German to the American flag was a fraudulent action designed merely to conceal her activities as a German supply ship.

It is contended that the American authorities adopted every reasonable precaution to ascertain the actual facts connected with her sale, but that they were deceived. Undoubtedly, if the *Dacia* should be seized, the German influence in this country will do their utmost to raise an outcry directed against "British navalism." The attitude of the leading newspapers does not justify the expectation that this outcry will accomplish the German purpose.

According to the *Journal of Commerce*, United States interests have secured options on three Hamburg-American Line steamers, the *Nassau* and the *Georgia*, which are both at New Orleans, and the *Constantia* at Cienfuegos. The plan is to use these for the cotton trade with Bremen.

FRENCH ACTIVITY AT AKABA

LONDON, February 26th.

The cruiser *Desaix* made a demonstration at Akaba.

A landing party, supported by the fire of the cruiser, dispersed a small force of Turks.

[BRITISH FOREIGN OFFICE CABLE.]

A CONTRADICTION.

LONDON, February 26th.

There is no truth in the German statement that a British transport has been sunk.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

IMPORTANT RUSSIAN SUCCESSES.

LONDON, February 27th.
2.15 a.m.

A Petrograd communiqué states:—Our successes in the Prasnysk region on the 24th and 25th, and also on the night of the 26th, were most important. Russian troops shattered the enemy's resistance with rifle fire and bayonet, and advanced vigorously, the enemy retiring along the whole front, abandoning guns and mitrailleuses.

The commissariat armoured-motors rendered splendid service in the pursuit of the enemy, their machine-guns devastating the Germans, who were sometimes only a score of yards distant.

The enemy's losses were of the heaviest. We captured, on the 24th and 25th, 2,630 prisoners, seven guns, eleven mitrailleuses, enormous equipment and commissariat.

German siege guns opened a bombardment on the fortress of Ossowiec on the 25th.

The Germans who crossed the Niemen have been driven back to the left bank.

Fighting continues on an extensive front north of Grodno.

A fierce German attack between Bobr and Edvabno was repulsed with enormous loss.

A German attack in the district of Borzmiow, on the left of the Vistula, was repulsed.

There is nothing important to report in the Carpathians, but repeated Austrian attacks in Western and Eastern Galicia were repulsed.

ROUTED GERMANS RETREATING.

LONDON, February 26th.
2.45 a.m.

A Petrograd official communiqué says that the Russians have recaptured the important town of Przysnysk.

The Germans on the 25th inst. apparently passed to the defensive along the greater part of the front.

Their retreat in many places is in the character of a rout. Our cavalry are pursuing, our advance engaging the enemy on the left bank of the Niemen.

The Russian artillery annihilated a German force which had crossed the Bobr. The Russian artillery at Ossowiec successfully engaged the enemy's heavy batteries.

The Russians repulsed furious Austrian attacks in Galicia, and made numerous captures.

LONDON, February 27th.
6.25 p.m.

To-day's Paris communiqué says:—

There is nothing new to report from the sea to Champagne. Our artillery in the Argonne exploded an ammunition depot.

The Germans in a wood at Malincourt again sprayed our trenches with burning liquid, and the trench had to be abandoned, the occupants being seriously burnt.

A counter-attack immediately prevented the Germans from inflicting losses on the burnt men. We took a number of prisoners.

Our heavy artillery in the regions of Verdun and on the heights of the Meuse enveloped with fire German batteries, wrecking some guns, and exploding about 20 ammunition waggons, and annihilated an detachment of Germans, and destroyed the entire encampment.

The struggle at Bois Brule is progressing to our advantage.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

THE ATTEMPTED INVASION OF EGYPT.

DJEMEL PASHA RETURNS TO CONSTANTINOPLE.

LONDON, February 26th.
12.40 a.m.

A message from Cairo says it is officially announced that reconnaissance eastwards and also by aircraft establish that a small Turkish force is still at El Nakl. The rest of Djemel Pasha's Army is at Elanja and Beersheba.

Djemel Pasha and many Germans have returned to Constantinople.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ANOTHER ZEPPELIN DESTROYED.

CREW DROWNED IN ADRIATIC SEA.

LONDON, February 27th.

A telegram from Paris says that messages from Rome announce that one of the two Zeppelins that have been flying over Pola was carried away in a violent storm, and the crew were drowned in the Adriatic.

ALLOCATION OF WAR CREDITS.

LONDON, February 26th.

A White Paper states that the credits for which Mr. Asquith will move are intended to cover the cost of Military and Naval operations and also the expenditure arising out of the war in connection with the promotion of trade and industry, the relief of distress, to facilitate the raising of funds by the Dominions and Protectorates; also to enable advances to be made to Dominions, Protectorates and Allies meeting with difficulties arising from the war.

JUBILEE OF REUTER'S.

LONDON, February 26th.

The London staff presented Baron de Reuter, on the occasion of the jubilee of the Company, with an address expressing their loyalty and regard, along with a souvenir, in the form of a Greek amphora in silver. Many letters and telegrams of congratulation were received from Ministers, Ambassadors, Dominion High Commissioners, the Lord Mayor and others.

KING GEORGE AND THE PANAMA CANAL.

LONDON, February 26th.

The King, in his message on the occasion of the opening of the Panama Exhibition, testified to the British Empire's appreciation of the linking of the waters of the Atlantic and Pacific Oceans. His Majesty remarked that happy results are to be expected therefrom.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ALLIES STILL MOVING FORWARD.

LONDON, February 26th.

According to a Paris communiqué the Belgian army has retaken some trenches momentarily lost. The British repulsed an attack in Belgium, and gained a hundred metres on the La Bassee road.

Our guns silenced the German batteries on the Aisne.

We continued to progress in the Champagne district and gained ground in the woods to the north-west of Perthes, north of Mesnil-les-Hurlus.

Fighting continues in the valley of the Meuse.

We wrecked a number of the enemy's trenches, and made fresh progress in Bois Brule.

The Germans were driven out of several communication trenches. They sustained serious losses, and abandoned many shields and tools.

LONDON, February 27th.
12.45 a.m.

The Paris evening communiqué says that there have been cannonades along the whole front.

Our progress in Champagne has been continued as far as north of Mesnil, by the capture of two successive lines of trenches and also an important part of the enemy's lines farther west.

There is nothing noteworthy to report between Argonne and the Vosges.

LONDON, February 26th.
12.40 a.m.

The Paris evening communiqué says:—One of our patrols captured a German trench on the dunes near Lombaertzyde, killing the occupants and capturing a machine-gun.

We secured, after a brilliant bayonet attack, 500 metres of trenches north of Mesnil-les-Hurlus, capturing a hundred prisoners and two machine-guns.

We progressed west of Perthes and north of Beau Sejour.

[CABLES BRITISH FOREIGN OFFICE.]

BRITISH BRAVERY.

LONDON, February 26th.

Field-Marshal French reports that during the last few days operations have been hindered by thick mist and rain. No infantry attacks have been undertaken by either side, except intermittent fighting along the Ypres Canal without leading to a change in the position of the contending forces. The heroic conduct of two Britishers who held a communication trench for a considerable time unaided has been specially mentioned, and praise has been given to the machine gun sections, who inflicted heavy loss on the enemy.

[HAVAS SERVICE.]

FRENCH GENERAL AT BUCHAREST.

PARIS, February 25th.

General Pau, on his way to Russia, stopped at Bucharest, where he met with an ovation from an enthusiastic crowd bearing French flags and singing the "Marseillaise." M. Filippov, late Minister for War, officially welcomed General Pau, delivering a speech expressing Franco-philic sympathies and feelings in favour of intervention in the War.

EFFECT OF THE WAR IN CHINA.

INTERESTING REPORT BY MR. W. P. KER.

H.M. Commercial Attaché at Peking (Mr. W. P. Ker), reporting under date October 29th, writes:—

The extension to China of the area of warfare owing to the military operations in Shantung threatened at first to have a very serious effect on trade, but the depression was due mainly to the spread of alarmist rumours. These rumours have gradually subsided, and although the trade of Shantung will continue to suffer until normal conditions are restored in the province, the continued depression in the general trade of China is to be attributed mainly to other causes.

The import trade of China has been adversely affected by the fact that the demand for exports having stagnated no money is coming into the hands of producers, and exchange has consequently fallen by about 11 or 12 per cent, adding so much to the cost of goods to the Chinese consumer. The result is that the Chinese curtail their orders in hope of better terms. There is, however, a fairly healthy movement of existing stocks towards the interior.

The export trade of China has been most seriously affected by the closing of the European markets. In normal times silk goes in larger quantities to France than to any other foreign destination. Tea will not be much affected until next Spring or Summer, but if the war continues the Foochow trade, which depends largely on Germany, will be ruined. As for general produce, much of the trade has been largely in the hands of German firms, and the financial difficulties in which these have been involved on account of the war constitute a further obstacle to the export trade. Straw braid has, for the last ten years, been mainly exported from Tsingtau, since the investment of this port, however, endeavours have been made by Chefoo exporters to encourage straw braid dealers to revert to the old trade route via Chefoo.

As regards any opportunity for the extension of British trade in China it should be noted that goods of British origin have already an overwhelming preponderance over those of German origin. Out of the \$28,000,000 worth of goods imported into China in 1913, the imports from the British Empire were valued at \$26,000,000. Of these \$12,000,000 worth came direct from the United Kingdom, and \$23,000,000 worth from Hongkong, which latter was largely composed of United Kingdom produce and manufactures.

Japan is the chief competitor of the United Kingdom in the import trade of China, her share in 1913 having represented a value of \$18,000,000, whereas Germany only supplied goods to the value of \$4,000,000. The principal articles of which the import from Germany exceeds that from the United Kingdom are arms and ammunition, artificial indigo, paper, aniline dyes, electrical goods, hosiery, and lamps. In the last three years Germany has overtaken British manufacturers in the supply of electrical goods, but there is reason to believe that much of the apparent German success is due to unsound methods of financing business in China which will not survive the present upheaval, and may confidently anticipate a gradually expanding market in China for British electrical supplies.

The chief point of interest to British traders as regards the export trade of China is whether they will succeed in capturing the trade in produce, other than silk and tea, which is now largely in the hands of German merchants. This question is not entirely of local interest, as trade relations established by an exporter react on the import trade which may be carried on by the same merchant. The main reason why British firms have hitherto held comparatively aloof from the export trade in produce from the Yangtze Valley, for instance, is because competition has reduced profits in such business to a minimum, and even this minimum is very easily converted into a loss when claims have to be paid, a contingency for which special reckoning must be made in a country like China, where the propensity of producers to adulteration and short measure is inveterate. These conditions will no doubt be remedied in time; they are partly due to the over-greiness of German firms, to secure a footing in the trade at whatever cost, and when the present depression is over the sundry export business may be resumed on a sounder and more profitable basis. While the depression lasts, however, it is impossible for British merchants to profit by any enforced inactivity of their competitors; when the trade reverts to merchants of all nationalities will have to start on equal terms.

JAPANESE PRESS AND THE BRITISH MINISTER.

A CHINESE REPORT CONTRADICTED.

Mr. S. Imai, the Consul-General of Japan in Hongkong, writes to us regarding a Peking telegram to a local Chinese paper to the effect that "the Japanese Press has made a strong attack on the British Minister at Peking for his alleged pro-Chinese attitude in the pending Sino-Japanese question." Mr. Imai states that he telegraphed to Tokyo asking if there was any ground for this "extremely improbable news," and the reply states that in none of the leading papers of Japan has there been anything to justify the accusation. The Consul-General adds: "At a time when mischief-makers are keenly watching every chance of alienating friends, it is in my opinion the duty of every British and every Japanese subject to do all that in him lies to frustrate their purpose." We have pleasure in complying with the Consul-General's request for space to contradict the *Wah Tat* Po's telegram, a translation of which was published in one of our local contemporaries.

GARMENTS FOR THE TROOPS.

LETTERS OF THANKS.

The following letters have been received by Lady May:—

Queen Mary's Needlework Guild.
Friary Court,
St. James' Palace, S.W.
26th January, 1915.

DEAR MADAM:—Your splendid contribution of garments has just arrived and been unpacked, and I am desirous of Her Majesty to thank you and the women of Hongkong for your kindness in helping her guild in so practical a manner. I will see that all your instructions with regard to the goods are carried out.

Her Majesty is much touched by the ready response her appeal has met with from every corner of the globe, and highly appreciates the feeling of sympathy and love for the mother country which prompted the gift.

The demand on our stock is enormous, and so you can rest assured that your things will speedily find their way to our soldiers at the front, and to their wives and children left at home. Believe me, Yours truly,
ANNIE LAWLEY,
Hon. Secretary.

The above letter is in answer to a box of 399 garments (including 24 blankets sent by Mrs. Anstruther) despatched from Hongkong in the beginning of December last.

The following letter has also been received in answer to a parcel containing 270 garments sent to the "Jackanapes Work Society" in November last:—

94, Marlborough Mansions,
West Hampstead, N.W.
14th January, 1915.

DEAR LADY MAY:—Your second case of most useful garments arrived yesterday, and I was greatly delighted to receive them.

The vests have come most opportunely, as we wanted some for a hospital at Bedford where, I am sorry to say, there are a great many cases of acute measles amongst the Highland Light Infantry and other Scotch regiments quartered there.

The young recruits from the west coast seem to have escaped measles in childhood and so take it in a bad form now.

Flannel vests will be invaluable for them to prevent chest complications. Vests are wanted also at a large (Hotel) hospital at Le Touquet, near Dieppe, where all the infectious cases; enteric, measles, etc., are being treated—not such "interesting" cases perhaps as the wounded ones, but more to be pitied, as they miss all the fighting and the fun. I heard from the matron yesterday. Very grateful for a tale which reached her January 7th and wishful for more.

The Cardigans and sweaters (these were kindly given by Messrs. Shewan, Tomes) are very much appreciated. In each case I have told the matrons whence they came. The men will like to know such distinctions. Friends have worked for the vests sent this time, and will of course forward these. Shirts are always useful. I do not expect any more, but am sending you the pattern of our J.W.S. bedjacket, which Miss Willetts and the other matrons especially for the hospitals under canvas at the front.

The Matron at No. 9 sent me a snap-shot photo of the tents taken November 19th surrounded with snow. When she wrote at Xmas they had 400 patients; 200 were brought in on Xmas Eve.

I find the men like the Balachava caps better than helmets and am sending you directions. I am not sure if I did so before. I have closed the Quarters' list now. Between 10th October and 10th January more than 4,000 things came in. I hope soon to get a report out and will of course send it. With renewed most grateful thanks,
Yours truly,
HORIATA EDEN.

With regard to the bedjackets and Balachava caps, Lady May asks us to state that flannel bedjackets already cut out—and wool with directions for making Balachava caps—will be available for anyone who would like to make more garments, to be fetched from Government House on Wednesday the 10th March between 11 and 12 noon.

Three cases of garments have kindly been sent home (through the courtesy of Messrs. Shewan, Tomes & Co.) for distribution amongst the troops, by Mrs. Tong and Mrs. Choy.

LAWS OF WAR.

OFFICIAL GERMAN VIEWS.

"FRIGHTFULNESS" IN THEORY.

Under the title of "The German War Book," Professor J. H. Morgan, says *The Times*, has, together with a critical introduction, provided a literal translation of the handbook on Usages of War on Land, issued by the Great General Staff of the German Army. It is a work of considerable interest. On the one hand it shows to what extent and by what arguments the German Army is deliberately taught to set military interest above international regulation. On the other hand, it shows that even the General Staff admits in theory the illegality of a great part of the methods now being practised by the German forces.

Most instructive, perhaps of all, are the general principles laid down in the German introduction, from which we take the following passages:—

A war conducted with energy cannot be directed merely against the combatants of the enemy State and the positions they occupy, but it will and must in like manner seek to destroy the total intellectual and material resources of the latter.

Humanitarian claims, such as the protection of men and their goods can only be taken into consideration in so far as the nature and object of the war permit.

After an explanation that, while every belligerent State may have recourse to all means which enable it to attain the object of the war, a system of limitations of this right has grown up, it is stated:—

The fact that such limitations of the unrestricted and reckless application of all the available means for the conduct of war, and thereby the humanization of the customary methods of pursuing war, really exist, and are actually observed by the armies of all civilized States, has in the course of the 19th century often led to attempts to develop, to extend, and thus to make universally binding these pre-existing usages of war; to elevate them to the level of laws binding nations and armies, in other words, to create a *code belli*, a law of war. All these attempts have hitherto, with some few exceptions to be mentioned later, completely failed.

If, therefore, in the following work the expression "the law of war" is used, it must be understood that by it is meant not a *lex scripta* introduced by international agreements, but only a reciprocity of mutual agreement; a limitation of arbitrary behaviour, which custom and conventional law, human friendliness, and calculating egotism have created, but for the observance of which there exists no express sanction, but only "the fear of reprisals" decides.

DANGER OF SENTIMENTALITY.

There are then some references to the "sentimentality and flabby emotion" of modern thought, and to the consequent "danger" to the officer who is "a child of his time."

The danger can only be met by a thorough study of war itself. By steeping himself in military history, an officer will be able to guard himself against excessive humanitarian notions, it will teach him that certain severities are indispensable to war, may more, that the only true humanity very often lies in a ruthless application of them.

The book deals in turn with "Usages of War in regard to the Hostile Army," "Usages of War in regard to Enemy Territory and its Inhabitants," and "Usages of War as regards Neutral States."

The last section contains much material relating the arguments with which Germany tries to excite neutral opinion against Great Britain. We can, however, here quote only the German rules so faithfully followed by Belgium.

The territory of neutral States is available for none of the belligerent operations for the conduct of its military operations. The Government of the neutral State has therefore, once war is declared, to prevent the subjects of both parties from marching through it.

If the frontiers of the neutral State march with being waged, its Government must take care to occupy its own frontiers in sufficient strength to prevent any portions of the belligerent Armies stepping across it with the object of marching through.

BOMBARDMENT OF OPEN TOWNS.
The chapters on the usages of war as between armies contain many statements of interest. The killing of prisoners by way of "reprisal" is admitted to be open to objection, but "it must not be overlooked that here also the necessity of war and the safety of the State are the first considerations." With regard to bombardments, it is declared that preliminary notification is unnecessary, that "every town and every village which is an obstacle to military progress" may be destroyed if occupied by the enemy, and that there is no military distinction between town and fortifications. It is added:—

A prohibition by international law of the bombardment of open towns and villages which are not occupied by the enemy or defended was put into words by The Hague Regulations, but appears superfluous, since modern military history knows of hardly any such case.

A glaring instance of the method of arguing that everything is permissible that is not expressly forbidden is the following passage:—

International law is in no way opposed to the exploitation of the crimes of third parties (assassination, incendiarism, robbery, and the like) to the prejudice of the enemy. The necessary aim of war gives the belligerent the right and imposes upon him, according to circumstances, the duty not to slip the important, it may be the decisive, advantages to be gained by such means.

* The German War Book. Being "The Usages of War on Land," issued by the Great General Staff of the German Army. (London: John Murray. Price 2s. 6d.)

PUNISHMENT FOR ROBBERY.

Even more instructive are the chapters on the usages of war in enemy territory. They contain such admirable statements as that "there can exist no right to the appropriation of property"; that "the carrying off of money, watches, rings, trinkets, or other objects of value is to be regarded as criminal robbery and to be punished accordingly"; and that "the conqueror is not justified in recompensing himself for the cost of the war by inroads even though the war was forced upon him." On the other hand, there are many passages of a different quality. After an assertion that the inhabitants of an enemy country may be compelled to act as guides on unfamiliar ground, and that no army will altogether renounce this expedient, it is stated:—

But a still more severe measure is the compulsion of the inhabitants to furnish information about their own army, its strategy, its resources, and its military secrets. The majority of writers of all nations are unanimous in their condemnation of this measure. Nevertheless, it cannot be entirely dispensed with; doubtless it will be applied with regret, but the argument of war will frequently make it necessary.

The following justification is offered of the practice applied by the German Staff in 1870, when it compelled leading French citizens to accompany trains in order to protect railways threatened by the people:—

Since the lives of peaceable inhabitants were without any fault on their part thereby exposed to grave danger, every writer outside Germany has stigmatized this measure as contrary to the law of nations and as unjustified towards the inhabitants of the country. As against this unfavourable criticism it must be pointed out that this measure, which was also recognized on the German side as harsh and cruel, was only resorted to after declarations and instructions of the occupying authorities had proved ineffective and that in the particular circumstance it was the only method which promised to be effective against the doubtless unauthorized, indeed the criminal, behaviour of a fanatical population. Herein lies its justification under the laws of war, but still more in the fact that it proved completely successful.

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WAR NEWS.

FRENCH SOLDIER'S 130 WOUNDS.

What must be a record for the number of wounds sustained by any individual is held by Rene Vidal, a private, aged thirty-two, who has been wounded in no less than 130 places, and yet survives. Vidal was in a trench near Mont Diddier when a shrapnel shell burst behind him, throwing out countless pieces of metal and riddling his right leg. None of the wounds was mortal, and Vidal is now able to get about on crutches.

KAISER QUOTES JOHN KNOX.

"A MAN WITH GOD IS ALWAYS IN THE MAJORITY."

The war correspondents of the *Berlin Tageblatt* and the *Volksbeobachter*, describing the celebrations of the Kaiser's birthday at main headquarters, state that the Kaiser watched a march-past of his troops and chatted with war correspondents, praising their work.

The Emperor concluded with the words: "My principle in this war is old John Knox's word, 'A man with God is always in the majority.'"

THE KAISER'S "IF."

ADMISSION THAT VICTORY IS NOT CERTAIN.

A Berlin telegram says:—In reply to a congratulatory birthday message from the King of Bavaria, the Kaiser has sent the following telegram:—

"I thank you most sincerely for your good wishes. If the Fatherland to-day can confidently hope for a victorious issue of the war for our existence which was forced upon us, your brave Bavarians have fully done their share in bringing this about. May God continue with us in our just cause."

PITIFUL FLIGHT OF OSTEND.

BELGIANS TO DIG TRENCHES OR STARVE.

An extraordinary picture of Ostend is drawn by a correspondent of the *Tyd* (quoted by the *Times*), who has succeeded in visiting the town. He says out of the 45,000 inhabitants 6,000 still remain. There is no meat except horseflesh, no vegetables, and very little bread. All wine has been requisitioned. Civilians who are found in the possession of three bottles of wine are fined 150 marks and a further fifty marks for each additional bottle. Belgians are compelled to dig trenches for the Germans or starve. In return for their work they are given three meals a day.

LADY PILLAGERS.

DOCTORS' WIVES CART OFF THEIR LOOT.

In Noyon, writes a correspondent, although the major part of the town is reduced to ruins, there is still a hospital containing wounded from both sides, which, remarkably enough, has been left in charge of a French surgeon, Dr. Veronard, who is assisted by German physicians.

For a long time the buildings were respected, and many of the German officers had their wives with them, living in comfortable villas.

These ladies improved the shining hour and occupied their leisure in pillaging the place systematically and with expert care.

They carted away all that was worth carting, they tell me, and when the destruction commenced very little beyond bare walls remained to be destroyed.

INGENIOUS GERMAN STRATAGEMS.

INCIDENTS OF AFRICAN BUSH FIGHTING.

According to unofficial news which has reached Egypt from East Africa, the Germans with their black troops, engaged in an action at an East African port which resulted in the withdrawal and re-embarkation of the British landing force, showed remarkable skill and resource in the bush fighting, says *The Times* special correspondent. Ropes were hidden under sand and brushwood and stretched across paths and, when trodden on by our troops, brought down flags hoisted in the trees. By the means the ropes were accurately marked. The fall of the flags was the signal for a heavy fire from sharpshooters and sometimes from machine guns, which had been hoisted into trees further to the rear.

Another device, which would almost seem to have been suggested by Kipling's tale of how an invading pack of "Red Dogs" was destroyed by the "little people," was resorted to by the enemy with some success. Hires of wild bees partially stupefied by smoke, were placed under lids in the bush on each side of narrow tracks, along which our troops must advance, some hours before the attack began.

Wires or cords, concealed in the same manner as those attached to the ranging flags, lifted the lids when touched by the advancing troops, and swarms of infuriated bees, recovered from their temporary stupor, were let loose on the attackers. The failure of the attack at certain points is said to have been due as much to this onslaught of the "little people," as to the German rifles and machine guns, many men being so horribly stung in the face or hands as to be temporarily blinded or rendered incapable of holding their weapons. Over 100 stings were extracted from one of the men of the Royal North Lancashire.

Since the bombardment of Dar-es-Salaam, the situation has improved, and the hope was expressed on the East Coast that our forces will soon be able to take the offensive.

SHIPPING IN PORT.

STAMERS.

ELLENGA, British str., 2,095, Hugh McOlland, 22nd February—Colombo 11th February, Ballast.—British Admiralty.

HANGSANG, British str., 1,356, Wilde, 25th February—Shanghai 21st February, General.—Jardine, Matheson & Co.

HANOI, French str., 742, Ch. Le Chevalier, 22nd February—Peking 21st February, General.—A. R. Marty.

HSINCHUAN, Chinese str., 1,429, Munro, 23rd February—Shanghai 20th February, General.—Chinese.

JADE, French str., 283, J. Pannier, 20th February—Haiphong 18th February, General.—W. Jack.

KALGAN, British str., 1,220, Lavers, 19th February—Bangkok 11th February, Rice.—Butterfield & Swire.

KANAKUK, British str., 2,583, T. Archbold, 22nd February—Haiphong 20th February, Ballast.—Standard Oil Co.

KASHIMA MARU, Japanese str., 9,050, M. Yagi, 24th February—Shanghai 21st February, General.—Nippon Yusen Kaisha.

KIANG PING, Chinese str., 1,222, Udden, 18th February—Chinkiang 10th February, General.—Chinese.

KINCHOW, British str., 1,222, J. Gibbs, 21st February—Shanghai 18th February, General.—Butterfield & Swire.

KUICHOW, British str., 1,220, Forsyth, 20th February—Manila 18th February, General.—Butterfield & Swire.

KUKA CHOW, British str., 1,430, Martin, 19th February—Suigon 13th February, General.—Chinese.

LAERTES, British str., 1,386, A. Jenkyns, 18th February—Suigon 13th February, Rice.—Chinese.

LAISANG, British str., 3,400, F. Mooney, 23rd February—Mojito 19th February, General.—Jardine, Matheson & Co.

LOKSANG, British str., 979, R. W. Ritchie, 25th February—Hoikow 24th February, General.—Jardine, Matheson & Co.

MEXICO MARU, Japanese str., 3,759, Kobayashi, 20th February—Shanghai 17th February, General.—Osaka Shosen Kaisha.

PERSIA, British str., 2,744, J. Hill, 23rd February—San Francisco 23rd January, General.—Pacific Mail S. S. Co.

PROMETHEUS, Norwegian str., 1,102, H. Jensen, 25th February—Bangkok 18th February, General.—Thorsen & Co.

ST. ALBANS, British str., 2,538, E. B. S. Baikie, 20th February—Melbourne 16th January, General.—Gibb, Livingstone & Co.

STANDARD, Norwegian str., 834, Bull, 26th February—Bangkok 17th February, Rice.—Thorsen & Co.

TIREMBANG, Dutch str., 8,703, N. V. Wych Fariannes, 19th February—Kobe 4th February, General.—Java-China-Lijn Lijn.

TORO MARU, Japanese str., 2,283, O. Hayakawa, 25th February—Dairen 19th February, Coal.—Mitsui Bussan Kaisha.

WINNAC, British str., 3,608, Macdonald, 12nd February—Bombay, Ballast.—Standard Oil Co.

HONGKONG METEOROLOGICAL REGISTER.
Hongkong Observatory, February 28th.

Barometer 30.07 30.33 30.23
Day at 2 p.m. 6 a.m. 2 p.m.
Temperature 64 54 62
Humidity 64 44 39
Wind Direction NNE N E
Force 3 3 3
Weather oq c b
Rain — — —

Highest open air Temperature on 27th .. 74
Lowest open air Temperature on 27th .. 56

HONGKONG TIDE TABLE.
From 1st to 7th March, 1915.

High Water.
Date of Week Days of Month Height Mean Time Height Mean Time
Mon. 1 m 9 16 ft. 6 in. h. m. ft. in.
Tues. 2 m 9 40 ft. 6 in. 3 17 2 5
Wed. 3 m 9 51 ft. 7 in. 3 13 1 1
Thurs. 4 m 10 17 ft. 7 in. 3 49 1 7
Fri. 5 m 11 11 ft. 6 in. 5 10 2 6
Sat. 6 m 10 8 ft. 6 in. 5 46 2 6
Sun. 7 m 11 26 ft. 7 in. 6 12 3 1

Low Water.
Date of Week Days of Month Height Mean Time Height Mean Time
Mon. 1 m 9 16 ft. 6 in. h. m. ft. in.
Tues. 2 m 9 40 ft. 6 in. 3 17 2 5
Wed. 3 m 9 51 ft. 7 in. 3 13 1 1
Thurs. 4 m 10 17 ft. 7 in. 3 49 1 7
Fri. 5 m 11 11 ft. 6 in. 5 10 2 6
Sat. 6 m 10 8 ft. 6 in. 5 46 2 6
Sun. 7 m 11 26 ft. 7 in. 6 12 3 1

FORTHCOMING EVENTS.
—TO-NIGHT—
9.15 p.m.—Henry Dallas at the Theatre Royal. —"The Quaints."

Wednesday, 3rd March—
3 p.m.—Auction of Ponies at the Fountain opposite the City Hall.
Thursday, 4th March—
Annual Flower and Vegetable Show of the Hongkong Horticultural Society in the Botanic Gardens.
11.30 a.m.—Hongkong & Kowloon Wharf & Godown Co., Ltd., Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co., Ltd.
Friday, 5th March—
Annual Flower and Vegetable Show of the Hongkong Horticultural Society in the Botanic Gardens.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAMUR and YOKOHAMA	SARDINIA Capt. A. Collyer	About 2nd Mar.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	SARDINIA Capt. J. T. Jeffery	Noon 12th Mar.	See Special Advertisement.
LONDON VIA SINGAPORE, PENANG, COLOMBO, NAMUR, PORT SAID, and MARSEILLES	SARDINIA Capt. A. Collyer	10 A.M. 31st Mar.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 1st March, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TIENSIN	"HUICHOW"	On 2nd Mar. Noon.
MANILA, CEBU and LOILO	"TEAN"	On 2nd Mar. 4 P.M.
HAIPHONG	"SINGAN"	On 4th Mar. 10 A.M.
SHANGHAI	"ANHUI"	On 4th Mar. 4 P.M.
SHANGHAI	"LINAN"	On 5th Mar. 4 P.M.
MANILA, CEBU and LOILO	"CHINHUA"	On 9th Mar. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft; on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "WINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, making a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BETHELFIELD & SWIRE,

Hongkong, 1st March, 1915.

TELEPHONE 35.

AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVES HONGKONG FROM AUSTRALIA	LEAVES HONGKONG FOR AUSTRALIA
ST. ALBANS	—	On 12th Mar., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "IFOLA," 5,287 tons, Capt. Butler, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 16th March.

S.S. "UMARIA," 5,317 tons, Captain Elton, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 22nd March.

WESTWARD

S.S. "ORISSA," 5,415 tons, Captain Langlands, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 10th March.

For Freight or passage, apply to
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

DAVID SASSOON & CO., LTD.,

Hongkong, 1st March, 1915.

AGENTS.

29

DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 2nd Mar., at 1 P.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 5th Mar., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 9th Mar., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"RAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 3rd Mar., at 1 P.M.
"SUNDAY" ... Capt. A. H. Stewart ... SUNDAY, 7th Mar., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

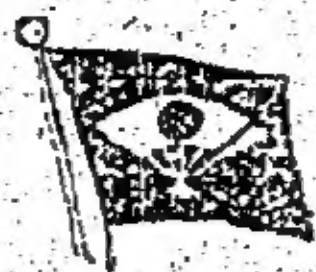
DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 1st March, 1915.

3

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 23rd March.
TENYO MARU	22,000—21 knots	TUES., 13th April.
* NIPPON MARU	11,000—18 knots	TUESDAY, 27th April.
SHINYO MARU	22,000—21 knots	TUES., 11th May.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.
"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " £96.10.
" " " SAN FRANCISCO	£45. ...	" " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES,
MANZANILLO, SALINA CRUZ, PANAMA, CALLAO,
IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,000—15 knots	Wednesday, 10th March.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,

King's Building.

TELEPHONE 291.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, NAGASAKI, KOBE,
YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	TUESDAY, 9th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Bill, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	SATURDAY, 6th Mar., at 7 A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	TUESDAY, 2nd Mar., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murauchi	SUNDAY, 7th Mar., at 10 A.M.
"DAIJI MARU"	S. Tokunaga	SUNDAY, 14th Mar., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"HOSHU MARU"	K. Hattori	WEDNESDAY, 3rd Mar., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN	On or about 8th March.

HOMEWARD

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	CHILI	On 6th March, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

[2]

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. S. Wada	16,000	TUESDAY, 11th March, at Noon.
VICTORIA, E.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SUWA MARU Capt. Mura	20,000	THURSDAY, 26th March, at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AWA MARU Capt. T. Hori	12,500	WEDNESDAY, 3rd March at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	SHIDZUOKA MARU Capt. Deguchi	12,500	THURSDAY, 4th March.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	NIKKO MARU Capt. R. Takeda	9,600	FRIDAY, 16th April, at 11 A.M.
MOJI and KOBE	TANGO MARU Capt. Soyeda	13,500	TUESDAY, 16th March at 4 P.M.
SHANGHAI and KOBE	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, 5th March.
NAGASAKI, KOBE and YOKOHAMA	KANAGAWA MARU Capt. Tozawa	12,500	FRIDAY, 5th March.
SHANGHAI, KOBE and YOKOHAMA	IYO MARU Capt. Okamoto	12,500	WEDNESDAY, 10th March.
SHANGHAI and KOBE	SANUKI MARU Capt. Date	12,500	SUNDAY, 7th March.
SHANGHAI, KOBE and YOKOHAMA	NIKKO MARU Capt. Yagi	9,600	MONDAY, 15th March, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Yoshikawa	16,000	WEDNESDAY, 10th March, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong.
MISHIMA MARU	16,000	Thurs., 11th Mar.
SUWA	20,000	" 26th Mar.
ATSUTA	16,000	" 3rd Apr.
YASAKI	20,000	" 22nd Apr.
MIYASAKI	16,000	" 6th May.
KITANO	16,000	" 20th May.
FUSHIMI	20,000	" 3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong.
AWA MARU	12,500	Wed., 3rd Mar.
SHIDZUOKA	12,500	Thurs., 4th Mar.
TAMBA	12,500	Thurs., 4th Mar.
AKI	12,500	Tues., 20th Apr.
SADO	12,500	Thurs., 4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[5]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Counting Steamer leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Counting Steamer from COLOMBO to MARSEILLES and LONDON	Leave MARSEILLES	Leave LONDON
Mar. 1	SARDINIA	Mar. 8	Noon	MEDINA	Friday	Thursday
Mar. 29	NUBIA	Mar. 22	Mar. 26	MONGOLIA	Apr. 10	Apr. 16
Apr. 12	ORIENTAL	Apr. 6	Apr. 10	MALWA	Apr. 24	Apr. 30
May 10	MALTA	Apr. 19	Apr. 23	MOREA	May 8	May 14
	SARDINIA	May 3	May 7	MALWA	May 22	May 28
	NUBIA	May 17	May 21	MOOLTAN	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows:—			
LONDON		MARSEILLES	
1st Saloon	"A" Accommodation Single £65, Return £97.	1st Saloon	"A" Accommodation Single £61, Return £91.
2nd Saloon	"B" " " " £49, " £79.	2nd Saloon	"A" " " " £55, " £85.
	" " " " £40, " £70.		" " " " £42, " £72.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'POON	Due at MARSEILLES	Due at LONDON
NAMUR	about	about	about	about	about	about
NORE	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 12
NELMORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 26
NAGOTA	Apr. 26	May 7	May 12	May 18	June 15	June 24
	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON.

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES:

1st Saloon £45 Single, 2nd Saloon £35 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

[8]

POST OFFICE NOTICE.

The *Linan* with the Mail from London (via Siberia) of Tuesday the 26th ult. is due to arrive here to-day.

The *Chili*, with the AMERICAN MAIL on Siberia, is scheduled to arrive here on the 6th inst.

FOR	PER	DATE
Pakhoi and Haiphong	Hanoi	Monday, 1st, 11.00 A.M.
Shanghai and North China	Hankow	Monday, 1st, 4.00 P.M.
Philippine Islands, Japan via Nagasaki, Honolulu, United States, South America, and Canada via San Francisco and United Kingdom via Canada	Persia	Tuesday, 2nd, 10.00 A.M.
Tientsin	Hankow	Tuesday, 2nd, 11.00 A.M.
Swatow, Amoy and Foochow	Hankow	Tuesday, 2nd, 10.00 A.M.
Swatow, Amoy and Formosa via Amoy and Tientsin	Hankow	Tuesday, 2nd, 10.00 A.M.
Japan via Moji, Victoria, B.C., and Seattle, and United Kingdom via Canada	Hankow	Tuesday, 2nd, 10.00 A.M.
Swatow	Hankow	Tuesday, 2nd, 10.00 A.M.
Haiphong	Hankow	Tuesday, 2nd, 10.00 A.M.
Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, and United Kingdom via Canada (EUROPE via SIBERIA)	Hankow	Tuesday, 2nd, 10.00 A.M.
(Kien-tsin-Pukow Service Shanghai Brit. P.O. Monday, 8th Mar.)	Hankow	Tuesday, 2nd, 10.00 A.M.
Shanghai and North China	Hankow	Tuesday, 2nd, 10.00 A.M.
Swatow, Amoy and Foochow	Hankow	Tuesday, 2nd, 10.00 A.M.
Philippine Islands, Japan via Nagasaki, Victoria, and B.C. Tacoma and United Kingdom via Canada	Hankow	Tuesday, 2nd, 10.00 A.M.
Swatow, Amoy and Foochow	Hankow	Tuesday, 2nd, 10.00 A.M.
Philippine Islands	Hankow	Tuesday, 2nd, 10.00 A.M.
Japan via Moji, Honolulu, Hilo, Los Angeles, Manzanillo, Salina Cruz, Panama, Callao, Arica, Iquique, Valparaiso, and Coronel	Hankow	Tuesday, 2nd, 10.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Hankow	Tuesday, 2nd, 10.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON	February 27th.
Telegraphic Transfer	192
Bank Bills, on demand	192
Bank Bills, at 30 days' sight	192
Bank Bills, at 4 months' sight	192
Documentary Bills 4 months' sight	192
ON PARIS	
Bank Bills, on demand	221
Credit, at 4 months' sight	232
ON GERMANY	
On demand	nom.
ON NEW YORK	
Bank Bills, on demand	42
Credit, at 60 days' sight	nom.
ON HONGKONG	
Bank, on demand	nom.
Telegraphic Transfer	nom.
ON CALCUTTA	
Telegraphic Transfer	nom.
Bank, on demand	132
ON SHANGHAI	
Bank, at night	78
Private, 30 days' sight	nom.
ON YOKOHAMA	
On demand	87
ON MANILA	
On demand	87
ON SINGAPORE	
On demand	75
ON BATAVIA	
On demand	107
ON BANGKOK	
On demand	74 p.m.
ON BANGKOK, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per test	\$57.93
BAR SILVER, per oz.	23

SUBSIDIARY COINS.

Hongkong, 20 cents pieces	per cent.
Hongkong, 10 "	\$16.20 discount.
Hongkong, 10 "	\$16.70 "



EGYPTIAN CIGARETTE STAKES.

FELUCCA 3.

MASPERO 2.

BOUTON ROUGE 1.

The "FAVOURITES" again to the fore.

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1859.
HEAD OFFICE: LONDON.

Paid-up Capital... \$1,300,000
Reserve Fund... \$1,300,000
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.
Hongkong, 8th June, 1914. [118]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital... \$15,000,000
Reserve Fund... \$15,000,000
Sterling... \$15,000,000 at 2/6 = \$15,000,000
Silver... \$15,000,000

Reserve Liability of Proprietors \$15,000,000

COUNCIL OF DIRECTORS.
Hon. Mr. D. LANDALE, Chairman.
W. L. PATTERSON, Esq., Deputy Chairman.
G. H. DODD, Esq., J. H. HOLMES, Esq.,
G. T. M. EDWARDS, Esq., J. A. PLUMMER, Esq.,
C. S. GUTHRIE, Esq., Hon. Mr. E. ELLIOT.

CHIEF MANAGER:
HONGKONG—N. J. STABE.

MANAGER:
SHANGHAI—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of 2 1/2 per cent. per annum on the Daily Balance.
On Fixed Deposits:
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
N. J. STABE, Chief Manager.
Hongkong, 11th November, 1914. [9]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital... \$1,500,000
Subscribed... \$1,125,000
Paid-up... \$625,000
Reserve Fund... \$465,000

BANKERS:
BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 1 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON, Manager.
Hongkong, 10th July, 1913. [119]

NEDERLANDSCH-INDISCH HANDELSBANK (NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.
Authorized Capital Fl. 30,000,000 (\$25,000,000)
Paid-up Capital... Fl. 19,907,900 (\$16,689,000)
Reserve Fund... Fl. 7,765,500 (\$6,471,250)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEANES BANK, SWISS BANKING CO.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,
No. 8, Des Voeux Road Central,
Hongkong, 17th November, 1914. [13]

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) \$3,850,000
RESERVE FUNDS... \$4,060,000

(Gold) \$7,910,000
All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL, Manager.
9, Queen's Road, Hongkong, 22nd October, 1915. [183]

THE BANK OF CHINA, GOVERNMENT BANK

(SPECIALY AUTHORIZED BY PRESIDENTIAL MANDATE OF 18TH APRIL, 1913.)
Authorized Capital... \$50,000,000.
Paid-up Capital... \$10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:
SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tientsin, Tsingtao, Soochow. HANKOW: Hankow, Ichang, Nanchang, Tientsin, Peking, Tongshan, Luanshan, Tanghsien, Hsinghai. HANGKOW: Wenchow, Shachin, Chialien, Lanchi, Huohow, Ningpo. KAIKANG: Changteh, Sinyang, Loh, Chowkeu. TAIWAN: Tainan, Tamsui, Lintao, Lintao, Tainan, Yihub, Haiming, Juefo, Tientsin, Tientsin, Yuncheng, Foochow, CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Taitshar, Tieling, Chinchow, Antung, CANTON, KUNMING, PEKING: Kueihua, Suiyuan, etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.
Hongkong, 13th October, 1914. [152]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed... Yen 10,000,000
Capital Paid-up... \$7,700,000
Reserve Funds... \$3,790,000

President: KAZUTOSHI YAGI, Esq.
Vice-President: KUROKAWA, Esq.

DIRECTORS:
IYETOSHI SADA, Esq., KYOROKU YAMAMOTO, Esq., SHINGO MINAMI, Esq.

HEAD OFFICE: TAIPEH, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES:
Akou, Kagi, Makung, Taitan, Amoy, Keelung, Ooshan, Taitan, Canton, Keelung, Shanghai, Taitan, Fochow, Kinkiang, Singapore, Takow, Giran, Kobe, Shinchiku, Tamsui, Hongkong, London, Swatow, Tokyo.

LONDON BANKERS:
PARIS BANK, YOKOHAMA SPECIE BANK.

Correspondents at: Chetibon, Chetibon, Dairen, Fusan, Hilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Rembang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, DES VOEUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business. Interest allowed on Current Accounts and Fixed Deposits.

K. TSUDZURABARA, Manager.
Hongkong, 7th January, 1915. [116]

SHARE LIST—QUOTATIONS.

HONGKONG, 27th FEBRUARY, 1915.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON LAST DIV.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1800, buy, x div.	6 p. c.
China Borneo Company, Limited	50,000	\$12	all	\$10 1/2, buyers	11 p. c.
China Light and Power Company, Ltd.	50,000	\$1	all	\$4, sellers	7 1/2 p. c.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7 1/2, x div, buy.	8 1/2 p. c.
COTTON MILLS—					
Ewo Cotton Spinning & Weaving Co., Ltd.	80,000	Tls. 50	all	Tls. 134, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6 1/2, buyers	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$35, sellers	4 1/2 p. c.
H.K. & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$68, 50, 50, 50	5 p. c.
H.K. & Wampoa Dock Co., Ltd.	50,000	\$50	all	\$57, 50, 50, 50	5 1/2 p. c.
New Amoy Dock Co., Limited	10,000	\$50	all	\$52, 50, 50, 50	
Shai, Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 52, buyers	
Shai, and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$5.40, buyers	
Green Island Cement Co., Limited	60,000	\$10	all	\$42, buyers	4 1/2 p. c.
Hongkong Electric Co., Limited	20,000	\$50	all	\$124, buyers	4 p. c.
Hongkong Hotel Company Limited	5,000	\$25	all	\$190, buyers	5 1/2 p. c.
Hongkong Ice Company, Limited	60,000	\$10	all	\$26, buyers	8 p. c.
H.K. & Wampoa Dock Co., Ltd.	15,000	\$5	all	\$2, buyers	
Hongkong Steam Ferry Co., Ltd.	15,000	\$10	all	\$10, buyers	
Hongkong Tramway Co., Ltd.	325,000	57	all	\$5.20, sales	7 p. c.
INSURANCES—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$356, buyers	6 p. c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$150, sellers	7 p. c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$395, buyers	7 p. c.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160, buyers	
Union Insurance Society, Limited	12,400	\$250	\$100	\$635, buyers	6 p. c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$225, buyers	
LANDS AND BUILDINGS—					
H.K. & Wampoa Dock Co., Ltd.	50,000	\$100	all	\$110, buyers	6 1/2 p. c.
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$95, 200	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	6 p. c.
Hongkong Land Reclamation Co., Ltd.	150,000	\$10	all	\$6 1/2, x div.	7 1/2 p. c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$41	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 59	5 p. c.
West Point Building Co., Limited	12,500	\$50	all	\$68 1/2	
Masohayip Ltd. (Mifin, Beach-on)	250,000	Gds. 10	all	Tls. 40, buyers	
Mining—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32 1/2, sellers	
Heawood Tin and Rubber Estate, Ltd.	822,000	\$1	all	\$3 1/2, sellers	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	24 1/2	
Tromoh Mines, Limited	160,000	\$1	all	\$10 1/2	8 p. c.
Pulpes et Papeteries du Tonkin Societe des	25,000	\$10	\$1	\$1	
REFINERIES—					
China Sugar Refining Co., Limited	20,000	\$104	all	\$108, sales	
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$19, 10	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$61, 10 p. c.	
Douglas Steamship Co., Limited	20,000	\$50	all	\$39, sellers	4 p. c.
H.K. & Wampoa Dock Co., Ltd.	80,000	\$15	all	\$23, buy, \$24, 10 p. c.	
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$76, buy, \$78, 10 p. c.	
Shell Transport & Trading Co., Ltd.	60,000	\$21	all	\$7 1/2, 8 1/2 p. c.	
Star Ferry Company, Limited	2,500,000	\$10	all	\$38, sellers	8 1/2 p. c.
South China Morning Post, Limited	6,000	\$25	all	\$23, 8 1/2 p. c.	
Steam Laundry Company, Limited	20,000	\$5	all	\$4, sellers	8 1/2 p. c.
STORES AND DISPENSARIES—					
Fowell, Wm., Limited	15,000	\$7	all	\$6 1/2, sellers	7 1/2 p. c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$7, sellers	10 p. c.
Union Waterboat Co., Limited	50,000	\$10	all	\$17, 6 p. c.	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1883	Tls. 787,200.	Tls. 250	7 1/2 p. annum	Par.

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For the Hongkong and Shanghai Banking Corporation,
N. J. STABE, Chief Manager.
Hongkong, 2nd November, 1914. [10]

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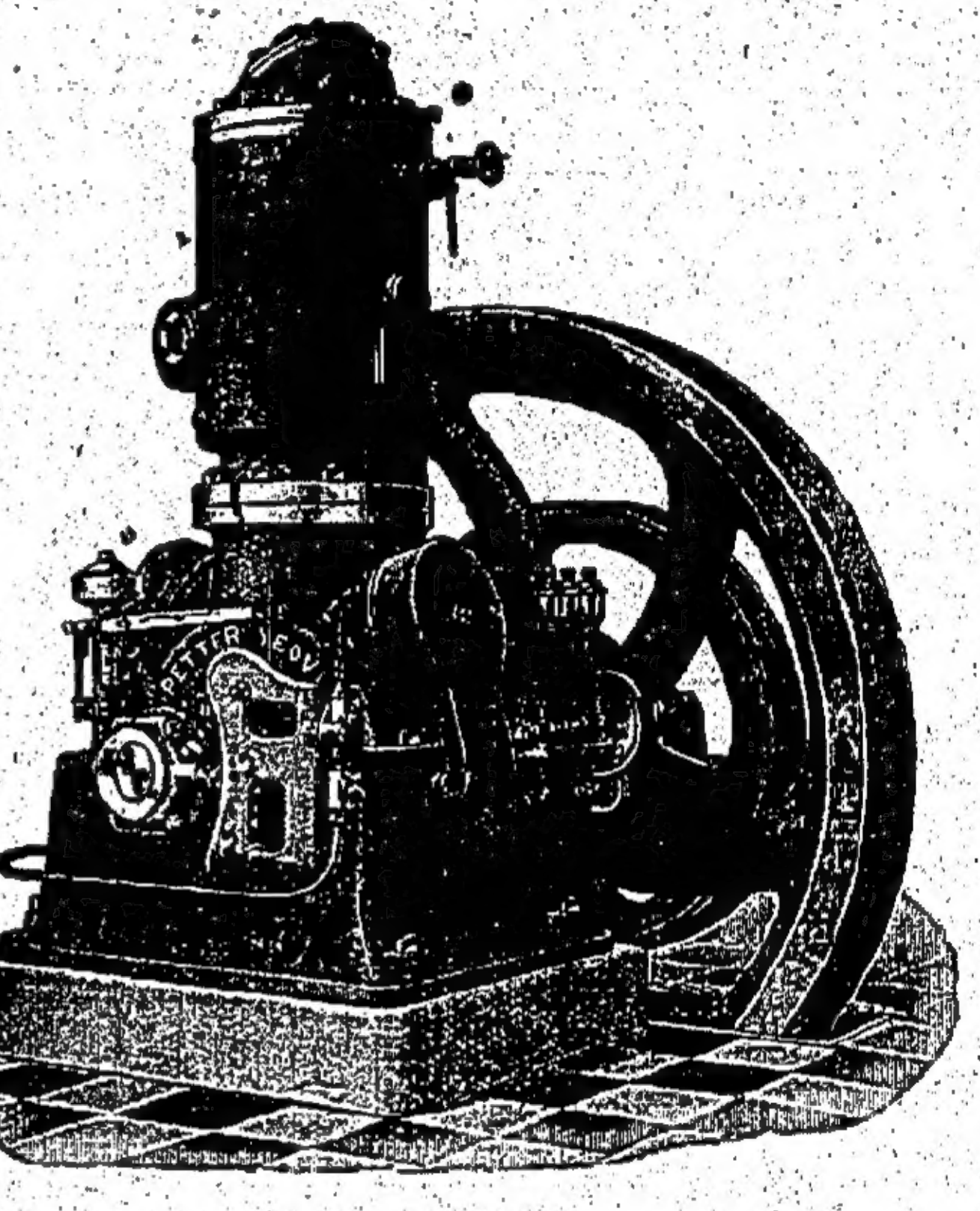
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